

**REMARKS**

Reconsideration and the timely allowance of the pending claims, in view of the amended claims and following remarks, are respectfully requested.

Claims 1-9 are pending. Claim 1 has been amended. Claims 10-16 have been added. Claims 1-16 remain pending after entry of this amendment. No new matter is being introduced.

Claim 1 stands objected to because “the user” on line 20 lacks antecedent basis. Applicant has amended claim 1 to overcome the objection.

Claims 1 and 3-8 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Sampedro et al. (U.S. 2004/0034467). Claims 2 and 9 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Sampedro et al. in view of Park et al. (U.S. 2003/0088359).

Claim 1 has been amended to recite, “presenting route instruction information to the user ... said presenting being initiated in response to receiving less than a complete set of said route data.” Support for the amendments may be found in, but is not limited to, paragraph 0021 of the originally filed application.

Sampedro et al. describe an off-board navigation system for providing an optimal route between a first and second location from a database containing road network traffic status. The system includes a terrestrial mobile communications terminal mounted in a vehicle or part of a mobile device (FIG. 1; para. 0026). Data for the optimal route is communicated to the terrestrial mobile communications terminal for notification to a user (FIG. 10; para. 0041). Such a communications and notification process is consistent with conventional navigation systems, where a complete set of route instructions are delivered

to a navigation system and then processed. As such, Sampedro et al. do not teach or suggest that the “presenting route instruction information to the user ... in response to receiving less than a complete set of said route data.” By having the capability of presenting route instruction information in response to receiving less than a complete set of route data, the navigation system may process route information sooner and a user may begin following the route instructions presented by the navigation system rather than having to wait for an entire set of route instructions to be received and processed. Accordingly, Applicant respectfully requests that the rejection of claim 1 under 35 U.S.C. 103(a) be withdrawn. Claims 3-8, which depend from amended claim 1, should be allowable for at least the same reasons.

Claims 2 and 9 depend from independent claim 1 and stand rejected under 35 U.S.C. 103 by Sampedro et al. in view of Park et al. Park et al. is directed to a method for giving navigation information to a user using a mobile communication terminal from an off-board navigation system. Path data is generated and transmitted to the mobile communication terminal and then the data communication connection state is cut off (FIG. 3, steps 722-725; para. 0031). Again, such a communication and processing scheme is consistent with conventional navigation systems. Similar to Sampedro et al., Park et al. fail to teach or suggest “presenting route instruction information to the user ... in response to receiving less than a complete set of said route data.” Furthermore, as both Sampedro et al. and Park et al. fail to teach the limitations of amended claim 1, the combination of Sampedro et al. and Park et al. also fails to teach or suggest the limitations of amended claim 1. Accordingly, Applicant respectfully requests that the rejection of claims 2 and 9 under 35 U.S.C. 103(a) be withdrawn.

Newly filed claims 10-12, which depend from independent claim 1, should be allowable for at least the same reasons as claims 1-9.

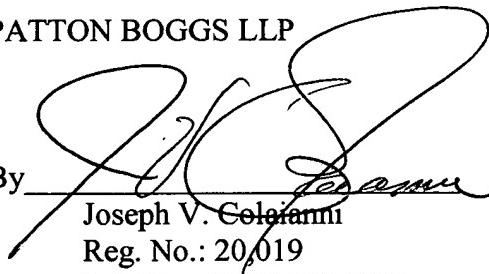
Newly filed independent claim 13 recites, "in response to receiving less than a complete set of route data from the remote location via the wireless network at the current location, presenting route instructions to the user." As described with regard to claim 1, neither Sampedro et al. nor Park et al., alone or in combination, teach or suggest "presenting route instructions to the user in response to receiving *less than a complete set of route data* from the remote location via a wireless network." Accordingly, Applicant respectfully requests that independent claim 13 overcomes the art of record. Claims 14-16, which depend from independent claim 13, should be allowable for at least the same reasons.

Accordingly, the claims are believed to be in form for allowance, and such an action is hereby requested. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, please telephone the undersigned at the number below.

Respectfully submitted,

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